THE DELAWARE AND HUDSON RAILROAD BULLETIN

MAY 1, 1934

WATERFALL
CONKLINVILLE, N.Y.

Mother

(Mothers' Day—May 13, 1934)

MOTHER, I am here a-thinkin';
Jest a'feelin' sort o' blue,
Half discouraged; heart's a-sinkin',
Like a heart will sometimes do.
Luck has sort o' been agin' me,
Though I've bravely hit the line,
To revive the hope that's in me,
I'm forgettin', mother mine.

I have put my woes behind me,
An' I'm back there in your arms,
Snugglin' where the world can't find me,
With its worries an' alarms;
You're a sayin': "There, now, Sonny!
It's all right, dear, never mind!"
Life's as sweet again as honey
It's no more a tough old grind.

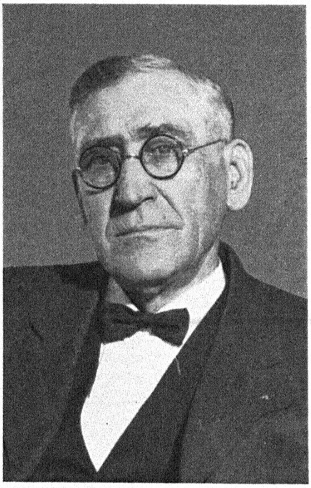
Mother, I must quit my dreamin'
An' get busy, after 'while,
But this little bit of seemin'
That I see your lovin' smile
Will bring back the punch you gave me,
In life's game I'll kick a goal;
You, in mem'ry dear, can save me,
I'll be master of my soul.

—EXCHANGE.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Biggest Man on "The D. & H."

Retired Roundhouse Foreman at Rouses Point Weighed 297 Pounds



ALBERT BARCOMB

TURNING an engine on a manually operated turntable is an operation which ordinarily calls for the combined strength of a number of men, yet ALBERT BARCOMB, retired night roundhouse foreman at Rouses Point, who stands 6 feet 4½ inches in his stocking feet and at one time weighed 297 pounds, and was probably the biggest man in Delaware and Hudson employ, turned locomotives unassisted with no difficulty.

MR. BARCOMB was born at Altona, N. Y., in Clinton County, 20 miles west of Rouses Point, February 14, 1868, the son of an Ogdensburg and Lake Champlain section foreman. Four years of attendance at a country school completed his education and at an early age he hired out as a farm hand at $12 a month plus board. This strenuous outdoor life, together with several years' work in a lumber camp, were probably factors which contributed largely to his gigantic build and herculean strength. The hemlock and spruce logs cut from the forest near Natural Bridge, near Watertown, were floated to the mills at St. Regis Falls, Canada. After a time MR. BARCOMB was made chief loader, in which capacity he supervised the loading of logs on to the horse-drawn sleds, at $40 per month.

The winter of 1889-90 was so abnormally warm that neither the Hudson River nor any of the nearby lakes froze sufficiently to supply the ice houses in the Capital District. Scores of orders were therefore sent to Rouses Point where every available man was put to work harvesting ice. MR. BARCOMB answered the call for men, working at Rouses Point until the last order had been filled.

The following spring, when only 22, he was hired as a section hand by Foreman Dennis Haley, who was in charge of a gang at Plattsburg, at what was then considered very good pay, $1.15 a day. Two months later he was transferred to the position of mason's helper under Foreman Walker, who was then building the stone base for a water tank just north of the station at Rouses Point.

Meanwhile he had applied to John Reed, roundhouse foreman at Plattsburg, for a position, and had been promised the first vacancy. One evening Mr. Reed appeared at Rouses Point and said that a position was open but that he could not take MR. BARCOMB from the mason foreman without the latter's consent. Having procured his superior's permission he went to Plattsburg immediately and took up his duties as engine wiper, although he was also called upon to coal engines and perform a variety of other tasks on the night shift. From that day until his retirement MR. BARCOMB never again held a day job, completing 44 years of night work. Thirteen months later MR. BARCOMB'S wages were increased from $30 to $35 per month, and he was set to work cleaning fires and assisting the hostler.

In 1893, he was sent to Rouses Point as a hostler in the old three-stall roundhouse located some distance north of the depot. Shortly after this transfer the duties of engine dispatcher were added to MR. BARCOMB'S work and for some years he not only had to provide the engines for the Transportation Department but also the men to operate them.

Although he was actually in charge of the roundhouse at night for some years, it was not until 1916 that he was given the title of night foreman, in which capacity he continued until his retirement April 1, 1933.

MR. and Mrs. BARCOMB, who have been married 44 years, live at 12 Delaware Street, Rouses Point. He is a member of the Benevolent and Protective Order of Elks and the Knights of Columbus.

"Trains", A New Book

BOTH the *Stourbridge Lion* and the *L. F. Loree*, what might be termed the "Alpha and Omega" of the Delaware and Hudson's motive power but for the fact that its development knows no ending, find their proper places in *Trains*, the latest book on American railroading, by Robert S. Henry of the Nashville Chattanooga & St. Louis Railway, and published by The Bobbs-Merrill Company.

Written in a very interesting and understandable style, illustrated with many unusual scenes from all parts of the country and all departments of the railroad, and printed in large, clear type, the story outlines the various steps in the development of rail transport from its beginning in England to the concluding chapter, aptly entitled "Tomorrow's Promise," which deals with higher steam pressures, streamlining, higher speeds and the trains and tracks of the future, all subjects of interest to members of the Delaware and Hudson family.

The Power of Suggestion

A Scotsman on a visit to a friend in London outstayed his welcome. His host thought a hint might have the desired result.

"Don't you think," he said, "that your wife and family will want you to be with them?"

"Mon," replied the Scot, "I believe you're richt. It's rale thoctfu' o' you. I'll just send for them."

Agents Re-elect Officers At Albany Business Meeting

ADDRESSES by M. J. POWERS, General Passenger Agent, F. M. WHITE, Tariff Inspector and B. D. ANTHONY, Assistant Real Estate and Tax Agent, featured the meeting of the Delaware and Hudson Freight and Ticket Agents' Association held in the library of the general office building, Albany, on Thursday, March 22nd, Vice-President W. A. LITTLE of Glens Falls presiding.

Following the report of the Secretary-Treasurer, J. F. COSTELLO, which was accepted as read, the chairman appointed C. H. KEMP, F. H. BAKER and F. DALY tellers for the annual election of officers, the following being re-elected:

President	EDWARD MARTIN	Cooperstown
Sec.-Treas.	J. F. COSTELLO	Troy
Vice-President Champ. Div.	F. FLANNERY	Ticonderoga
Vice-President Sara. Div.	W. A. LITTLE	Glens Falls
Vice-President Susq. Div.	H. C. BECKER	Binghamton
Vice-President Penna. Div.	F. H. BAKER	Carbondale

After reading letters from PRESIDENT LOREE and VICE-PRESIDENTS LOREE, LEAMY and GUTELIUS acknowledging receipt of honorary membership cards for the year 1934 and wishing the Association continued success, the chairman passed around a sheaf of similar acknowledgments from other officials of the company for the perusal of the assembly while the tellers were tabulating the vote for the officers.

CAPTAIN POWERS spoke about the effect on passenger traffic of the experimental fare reductions in effect on lines in the western and southeastern sections of the country, the results of which are not as yet considered conclusive.

In the course of MR. WHITE'S remarks he called attention to the law relating to the filing of freight tariffs by agents immediately upon receipt of same, and the necessity for strict compliance with the provisions of the law.

MR. ANTHONY touched on the matter of rent collections and maintenance of company-owned property, urging the agents to do all possible to assist in the collection of rents from the tenants of company buildings.

1933 in Review

Extracts from 104th Annual Report of The Delaware & Hudson Company

DESPITE a decrease in its gross operating revenues of $1,050,632 from those of 1932, The Delaware and Hudson Railroad Corporation, by reducing its operating expenses during 1933 by $1,994,140, had a net railway operating income of $952,025 last year, whereas there was a deficit of $67,043 at the end of 1932, according to the figures given in the 104th Annual Report of The Delaware and Hudson Company.

Gross Operating Revenues totaled $22,205,142, a decrease of 4.52 per cent below those of 1932, resulting from the combination of the following factors:

An increase of 0.98 per cent in revenue tons carried one mile,

A decrease of 2.76 per cent in the average rate per ton mile,

A decrease of 16.19 per cent in the passengers carried one mile,

A decrease of 4.65 per cent in the average rate per passenger carried one mile, and

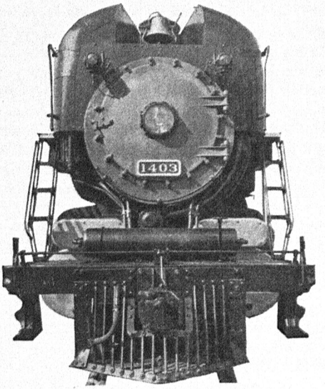
A decrease of 23.37 per cent in other revenues.

Freight revenues amounted to $19,769,917, a decrease of 1.83 per cent from 1932. Revenue from transportation of anthracite decreased $603,365, or 7.14 per cent, although tonnage handled actually increased due to a substantial increase in short haul run-of-mine coal. Revenue from transportation of bituminous coal increased $55,781, or 2.68 per cent, while revenue from coke increased $94,445, or 98.41 per cent.

Total revenue tonnage handled during the year 1933 was 16,725,535 tons, an increase of 570,017 tones, or 3.53 per cent.

Traffic originating and terminating on The Delaware and Hudson Railroad, or local business, contributed 29.38 per cent of the tonnage carried; traffic originating on our road destined for delivery at points on other roads, 29.66 per cent; traffic received from other lines for Delaware and Hudson delivery, 12.35 per cent; and traffic in connection with which The Delaware and Hudson Railroad performed an intermediate or "bridge line" service contributed 28.61 per cent of the total.

Passenger revenues, amounting to $1,113,297, were 20 per cent less than in 1932, the number of passengers carried decreasing 26 per cent and the passengers carried one mile decreasing 16.19 per cent although the average distance each passenger was carried increased 13.39 per cent.



Experimental Locomotive Built 1933

Other revenue decreased 23.37 per cent to $1,321,928. Of this decrease a drop in milk revenue of 36.15 per cent, due to decreased rates as well as lessened volume of business, and a 21.14 per cent reduction in express revenue contributed substantially. Revenue from mail transportation also dropped over 7 per cent.

In order to offset these decreases in income operating expenses were reduced a total of $1,994,140, or 8.92 per cent.

Maintenance of way expense was decreased $444,142, or 12 per cent.

Maintenance of equipment was decreased $525,355, or 8 per cent.

Traffic expenses decreased $15,534, or 2.54 per cent.

Transportation expenses were reduced $894,867, or 9.13 per cent, a reduction of 6.35 per cent being made in the cost of locomotive fuel.

The operating ratio was 91.72 as against 96.15 in 1932, that is, out of every dollar of revenue 91.72 cents was spent in operating the railroad, leaving 8.28 cents to go toward paying taxes, interest on money borrowed to finance the purchase of new equipment and the construction of facilities, etc. Since these fixed charges amounted to $4,872,812, to be deducted from the gross income, that is, the net railway operating plus certain miscellaneous items of income from rents, etc., operations of the railroad for the year resulted in a net loss of

$3,699,771.57, in spite of reductions in expenditures.

In his general remarks PRESIDENT LOREE mentions the laying of 19 miles of 130-pound rail, a reduction from the 30.6 miles laid in 1932, which was made possible by the building up of battered rail ends by means of the Teleweld process which lengthens the life of the rail in the track. Reference is also made to the installation of 21,174 steel ties manufactured at the Colonie Shops from scrap rail for use in various yards.

The removal of rock at Comstock to permit the realignment of main tracks is reported to be about 93 per cent completed, the material removed having been used in ballasting 14 miles of main track.

During 1933 the station buildings at Centre Village, Elsmere, Wolf Creek, Slingerlands, Clemons, Kings, South Corinth, Pells, Ballston Lake, Raceville, The Glen, Belden and Barnerville were retired, as were several other miscellaneous buildings including toolhouses at Cooperstown Junction, Esperance, Centre Village, Dresden, Glenville, Schenectady, Howes Cave, Maryland, Colliers and Nineveh.

One four-cylinder, triple expansion, non-articulated compound freight locomotive with poppet valves was built for The Delaware and Hudson by the American Locomotive Company, and one Mallet compound freight locomotive was rebuilt in the Colonie Shops during the year. Four obsolete steam locomotives were dismantled.

The program of modernizing the freight equipment was continued this year. Twenty steel hopper gondolas were converted into cement cars for handling cement in bulk. Improvements were made on a number of units by the application of Frost truck springs, steel ends, cast steel hopper door frames and steel doors, cast steel truck side frames, improved hand brakes, air brake equipment of increased capacity, brake beam supports, reinforced underframes, steel side and end stakes and steel roofs.

Sixty-five new industrial plants were located along the railroad in 1933. In addition, there were extensions to 21 plants already established.

At the close of 1933 there were 496 retired employees receiving pensions, an increase of 64 over the number at the close of 1932.

The total of the pension and incapacitated payroll payments and contributions by the company to the group insurance plan amounted to $479,947. The employees' contributions to the group insurance plan amounted to $330,509. At the close of the year 1933, 9,923 employees were protected by group life insurance to the extent of $18,613,168, an average of $1,876 per employee.

Under the group insurance plan, the company contributed $166,055 in premium payments while employees or their beneficiaries received a total of $494,741, as follows:

163	Death claims	$305.044
1,098	Health claims	119,469
147	Accident claims	11,849
11	Accidental death and dismemment claims	18,700
18	Total and permanent disability claims	20,249
35	Dismissal allowances	2,630
11	Pensioners' death claims	16,800
1,843		$494,741

All claims except dismissal allowances and pensioners' death claims were paid by the Metropolitan Life Insurance Company, which underwrites the plan.

The report also mentions the leasing of the steamers on Lake George and Lake Champlain during the summer of 1933, a reduction of the net loss from this operation being effected thereby.

In closing, PRESIDENT LOREE refers to the anthracite situation and expresses the hope that the rise in other commodity prices may have a favorable effect on the competitive position of anthracite in relation to substitute fuels.

Franklin's Toast

ONE day Benjamin Franklin, as the American emissary, was dining with the English Ambassador and the French Minister at Versailles, according to a story first published in 1797.

"George the Third," proposed the British Ambassador, "who, like the sun at its meridian, spreads a luster throughout and enlightens the world!"

"The illustrious Louis the Sixteenth," proposed the French Minister, "who, like the moon, sheds her mild and benignant rays on and influences the globe."

"George Washington," thereupon proposed the witty Franklin, "commander of the American armies, who, like Joshua of old, commanded the sun and the moon to stand still, and they obeyed him."—*Rays of Sunshine.*

No Cause For Complaint

The preacher was out on the links and thought a small moral lesson might not be amiss.

"I notice," he remarked mildly, "that the players who get the lowest scores are not those who swear."

"What the h—l have they got to swear about?" snorted the gloomy golfer as he dug up another slice of turf.

Enough Is Too Much!

Dakota Experiments With Government Operation Prove Expensive

AFTER years of disastrous experiment with government ownership, the states of North and South Dakota are going back to private business control, the *New York Sun* points out in a recent editorial discussion of this subject. Characterizing government's many costly trials of state operation as "dismal failures," this journal says in part:

"The Dakotas, though far geographically from Australia, might have avoided costy experiments in state socialism by studying its results in that country. South Dakota, ruefully contemplating fifteen years of such experiments in various business ventures operated by the state, is now beginning to liquidate by way of recent legislation.

"The farmers of North Dakota, after long brooding over the ills of private monopoly in the grain business, decided to try state operation.

"When the state ownership program was undertaken North Dakota had a bonded indebtedness of $250,000, with sinking funds sufficient to retire these bonds. Now, after fifteen years in the operation of a state mill and elevator at Grand Forks, the Bank of North Dakota and the farm loan department of Bismarck, the net bonded indebtedness, after allowing for sinking funds, is $37,000,000.

"South Dakota is going back to private business control after disastrous experimentation with rural credits, a state bank guarantee fund, insurance department and coal mine. The state rural credit system long since passed out of existence as a money lending or credit agency, but it still haunts South Dakota like the ghost of Banquo at Macbeth's feast.

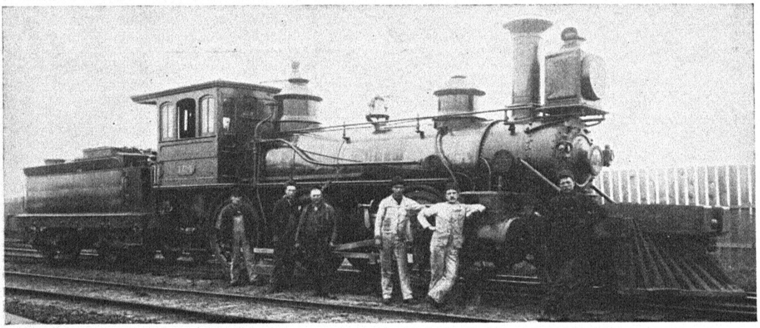
"The figures for June 30, 1933, show that there are outstanding rural credit bonds in the amount of $42,275,000. The annual interest on these bonds is $2,200,000. Of lands taken by mortgage foreclosure the state now owns 984,960 acres of invested value of $21,217,822.

"The annual rentals received approximate $146,000, while the annual tax loss is about $600,000. The cost of running the department for a year aggregates $51,000.

"South Dakota's state coal mine, situated at Haynes, North Dakota, just across the state line, has produced little in return for its original high cost. The latest session of the legislature authorized the sale of the mine, but to find a buyer is not easy.

"In proportion to wealth and population, Australia has the largest array of state-conducted services in the world next to Russia. Government deficits in the last few years have been almost entirely due to such services. The state coal mines and trawling ventures of New South Wales, the state cattle ranches and meat shops of Queensland, the settlement schemes, state brickworks and state shipping services of Western Australia have all been dismal failures."

Who? When? Where?



American Railroad D

(By Permission of The American Railway A

THE railroad is the very backbone of American transport. It will continue to be the backbone of American transport. This is a trite saying, but very true. For, despite the swiftly increasing encroachment of rival and competitive agencies of transport—the highway, the waterway, and the airway—the railway still holds its own high place here, and will continue to do so. Despite motor truck, and lake and coastal steamship and river barge and airplane competition, a huge and dominating percentage of the heavy agricultural and industrial tonnage of the United States and Canada still moves upon the railroads, and will continue so to move.

The reasons for this statement are obvious. Upon even the slightest study of the situation they will appear.

A trainload of coal gondolas moves east or west from the bituminous fields of the Appalachians. Five thousand—six thousand—perhaps even eight thousand tons of coal are in that train. And a crew of six men, including the two in the locomotive cab, to operate it. Put all that coal into motor trucks, ten-ton trucks, if you please, loaded within the moral and legal restrictions of the highway. Five hundred motor trucks—six hundred— eight hundred. One man to drive each of those trucks. A small army of drivers; even if you were to attempt the difficult and the hazardous, and use half of your trucks as trailers, thereby cutting that army in half, there still would be several goodly companies of men. And this is but one coal train. Simultaneously with it, at this very moment, are moving a hundred, perhaps two hundred, perhaps even more, out of the coal fields of the United States. Of course, it is absurd. No matter what the general conditions, we cannot, and will not, waste our man power in that fashion.

Coal trains, grain trains, ore trains, trains of every sort come into the picture. And the problem only multiplies.

Grant the motor truck, the lake or coastwise steamer, the river barge and the airplane, each its own fair place in this American transportation picture—and it is no small place—and still the railroad remains dominant. Lop off from the American railroad structure, small branches and unimportant—where transport can and is being rendered more efficiently and economically by motor truck—consolidate trains and lines and terminals where advisable and still our American railroad remains a huge thing—formidable in its very size and in the immensity of all its ramifications.

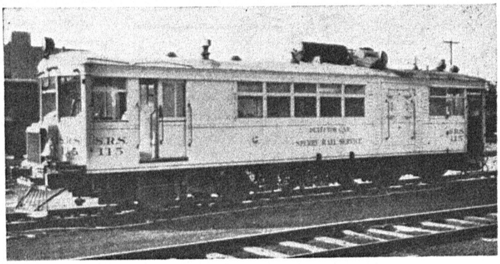
A vast machine. A machine of machines. All correlating, all working to the same major purpose, the swift, safe, efficient movement of man and his goods over the face of a broad continent. Most important is it that each of these machines, each cog in the mechanism of the larger machine of which it is an essential component, works tirelessly, and to fullest efficiency. This means not only constant and eternal fueling, lubrication and inspection, but an equally constant and eternal vigilance against depreciation, obsolescence and the tendency to become antiquated and unfit.

It has been said sometimes—carelessly—that the American railroad has not, as a whole at least, kept fully apace with some of the other major industries of the land in its research work, in what might be called the laboratory phase of its endeavors. Certain railroads have been given large credit for individual attainments along these lines, but the critics of the industry as a whole, have said that—as a whole—it was giving no large time or thought to this important branch of any well-organized modern industry.

*" A trainload of coal gondolas * * *"*

d Development

Railway Association)



Scientific Detection of Hidden Flaws in Rails is made possible by these Cars.

No statement could be further from the truth. Here we have a box car which starts from a railroad up in northern Maine bearing potatoes down toward the southwest corner of the land. Somewhere upon its long journey, the unexpected (which in railroad operation always may be reckoned upon as the expected) comes to pass and some running part of the freight car breaks down. It may be in Albuquerque or it may be in San Francisco or it may be in Los Angeles. In any event let us say it is several thousand miles away from the home railroad. Yet no matter what the repairs—or the replacements, a new brake beam, a new wheel, perhaps an entire new truck—the replacement or the repairs can be made, and in a matter of hours or minutes, rather than of days or of weeks. No accident that this is possible. On the contrary, it has taken a vast amount of careful planning to bring such an orderly arrangement of things to pass. And so to reduce to a minimum any possible interference to the expedited and orderly—and safe—movement of freight and passengers. Even as small a detail as a standard gage for all our railroads was the matter of study, of conference and of co-operation. Not, save at the very beginning, any hit or miss matter.

In Australia, a continent comparable in size to the United States, there are, even after all these years, several railway gages—involving tiresome and expensive transfer of passengers and of freight—particularly of the latter. There still are two or three in as thickly a railroad terrain as continental Europe. In North America today there is but one railroad gage—4 feet, 8½ inches. The so-called narrow-gage railroad, north of the Mexican boundary is almost extinct. And so a single standard railroad car or railroad locomotive can go all the way from Sydney, Nova Scotia, in the northeast, to San Diego, California, in the southwest; from Prince Rupert, British Columbia, in the northwest to Key West, Florida (even across to Cuba) far out at sea, in the southeast. And into almost every state of Mexico as well.

All this is a monument to railroad co-operation, to railroad research, to railroad intelligence. Specifically it becomes, in recent years at least, a marker of progress in a single centralized organization of our railroad—the American Railway Assoiciation.

This association was formed by the Class One railroads (roads doing a gross business of a million dollars or upwards in the course of a year) in October, 1872, as a clearing house for joint activities of many sorts. From rather simple beginnings it quietly has extended its activities in many directions. Its Car Service Division — directing the movements of more than 2,000,000 freight cars into every nook and corner of the United States—is a model of its sort. By establishing a system of

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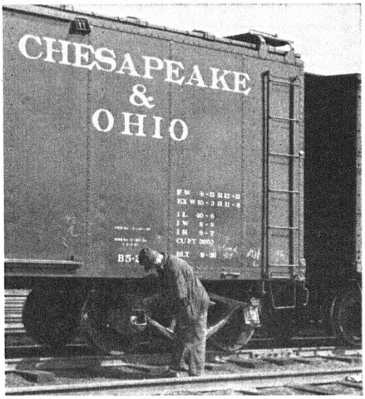

"Miles away from the home railroad"

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
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ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 14 **May 1, 1934** **No. 5**

IT may sound contradictory,
But this is true, my friend:
Those who are "on the level"
Rise higher in the end.
—SELECTED.

This "Soaking" Business

THROUGHOUT all the agitation and discussion, of which there has been very little considering the importance of the matter to every individual in the country, and the spending of billions of dollars by various governmental agencies, there has run the idea that the huge sums ivolved will be raised by the simple expedient of "soaking" somebody else, not John Q. Citizen.

Therein lies the root of a great many of our present day difficulties, for as long as we, as individuals, are not interfered with but, on the contrary, may even be "getting ours," we care not what may be the cost. "Soaking the rich" has gained even greater charm for the political spellbinder than references to the forces of evil falling under the convenient classification of "the interests" in former years.

As an example of the wide divergence between theory and practice, *Nation's Business* calls attention to the fact that every person in the United States who has a telephone pays an average tax of $6 a year, in some states as much as $10. You can't see it because it is made up of a number of items, such as property tax, franchise tax, gross receipt tax, special franchise tax, Federal tax on net income, capital stock tax, tax on checks used to pay monthly bills but it does not include the additional tax levied on long distance calls.

Elimination of these taxes would permit a reduction in telephone rates but the government would have to collect an equivalent amount in some other way, and *from the same people.* The article concludes:

"This is only one of the many invisible taxes which are increasing. Some day the average citizen will get at the truth of the matter as to where twenty billion dollars of governmental expenses come from and will become excited about it—or will he?"

Who Should Pay?

WHEN grade crossings are created by the construction of highways across railroad property, it is unfair to compel the carriers to pay any part of the cost of crossing elimination, according to Thomas F. Woodlock, former member of the Interstate Commerce Commission, in a special article written for the *Wall Street Journal* recently, which follows, in part:

"Almost six months ago this writer pointed out that removal of railroad grade crossings was an ideal form of 'public works' in that it could be quickly blueprinted, organized and performed, and would give quick employment to many men.

"Why has this kind of work been neglected at a time when there is complaint by some that the 'public works' program is slow in starting? We all know the answer. This writer stated it in closing his remarks: 'It is an almost ideal public work at this time save for one drawback—its lack of political appeal.'

"Grade crossing appeal has been going on under state legislative compulsion for many years. Some states have required the railroads to bear the entire cost; others share in it in varying degree. Not to go too far back, there were in the United States in 1924 about 237,000 places where the highways crossed the rails at grade.

"Between 1924 and 1932 the expense to the railroads of grade crossing removals averaged in excess of twenty-five millions annually. How much more was expended by the states this writer does not know. Yet in 1932 there were 245,000 grade crossings, or 8,000 more than in 1924!

"Railroad mileage of main track showed no increase in that period; in fact it decreased slightly. There were practically no new crossings made by building of new railroad tracks—certainly no net increase in crossings necessitated by any act of the railroads.

"It is safe to say that since 1920, at least, prob-

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Two Good Texts

SPRING is the hallowed season for refreshing the spirit. It is evidence that benign Nature is still on the job. Men go forward in this season in confidence that there is a dependable order of things.

But it is too much to say that the nation is free from doubts and worries. In one direction the zeal for reform has developed an attitude of despair, a destruction of faith in American institutions. The people are daily advised that the old order under which our nation grew great has failed.

There is sore need for qualification. Only yesterday, it seems, the genius of American business was the wonder of the world. Commissions, private and official, came to our shores to study and report. It might be well to recall the substance of their findings as a sort of reminder:

With seven per cent of the world's people, the United States has more purchasing power than all Europe combined. This little group has created and owns more than half the world's wealth. From six per cent of the world's acreage they harvest more than half the world's foodstuffs. Sixty per cent of the minerals are extracted in America. Half the communication facilities, nearly half the railways and electrical energy have been developed and are in use here. Individual transportation is triumphantly interpreted in the production of 92 per cent of the automobile output, which is operated on 600,000 miles of paved highway.

This seven per cent maintains a standard of living which consumes half the world's coffee, half of its tin, half of its rubber, one-fourth of its sugar, three-fourts of its silk, one-third if its coal, two-thirds of its crude petroleum.

In 1933 more than three billion dollars were spent on education, an amount that topped the total spent by all other countries. Nowhere are there such luxurious buildings, such a wealth of educational facilities. European schools enroll only a small percentage of the number of children attending American schools.

Real and practical independence for women: The "old order" provided gainful occupations for 11,000,000 women, assimilating 7,000,000 since 1900.

The American Plan produced three times as much wealth as the whole world had been able to produce up to 1776, and distributed it so widely that the condition of the average man became a magnet to attract all other peoples. So voluminous was the response that the United States was forced to set up immigration barriers to prevent a flood of foreign nationals. What the common man was able to do for himself in this land of opportunity is eloquently suggested by the millions of depositors in savings banks and building and loan associations, by the 65,000,000 protected with life insurance, by the 15,000,000 security holders, by the 60 per cent of farms unencumbered, and the 55 per cent of freeholders of urban homes.

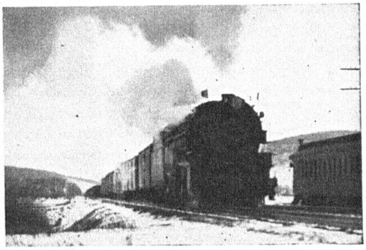
Excesses and abuses there were, naturally. No one condones them. But perspective should be preserved if sound premises are to be arrived at, only upon which a sound program may be formed. There are excesses of speech today just as deplorable. We are told that a new social structure must be built on "the ruins of the past"; that "the profit system must go." "The vomit of capitalism" is a shocking phrase; and "the damnable capitalist system" was a text at the recent annual convention of the National Education Association. A federal council of churches sees a new economic structure as the only way out.

The violent excesses of speech include the well-known "90 per cent of the wealth is owned by two per cent of the citizens; machines destroy jobs; manufacturing is honeycombed with sweatshops and exploitation of children; bankers are corrupt; private power and light services are bleeding the people white; middlemen, transportation men, oil, coal and timber operators, exchanges, communications, have been actuated by non-social motives and are answerable for the collapse of prosperity."

A more temperate America will moderate the confusing judgments of the present by a sane evaluation of the past, and only in this way can the American Plan be maintained and improved, and again be put to work.

Two texts for temperate thought: Prove all things, hold fast that which is good; and, zeal without knowledge is a runaway horse.—Merle Thorpe in "Nation's Business."

Fast Freight at Otego



American Railroad Development

(*Continued from page 73*)

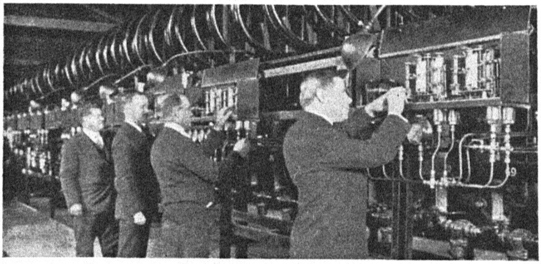
conferences with shippers in each part of the country it has eliminated a vast number of complaints of rail service, by an advance adjustment of an infinite number of small situations that were bound to arise from time to time. Fully as interesting perhaps is the work that it has done in its mechanical and engineering departments—in the vast and intricately complicated field of actual railroad operation here in the United States. From unrelenting effort, a mechanical structure gradually has been laid, not without its defects, with an astonishing degree of perfect detail.

Yet the fact remains that much of the criticism that has been made of our railroads, many of the radical changes being suggested for them by men both within and without the profession of railroading, are due to the failure of the roads, themselves, to keep the general public fully advised at all times of the great work which they actually are doing. Moreover America forever and a day is geared to constant change.

Changing fashions in all things. No wonder then that a public which sees so many new things each year has come, perhaps almost subconsciously to think of progress as necessarily involving radical changes from previous practices.

On this point the railroads suffer. The man in the street does not realize that the railroads have poured seven billions of dollars into their machines since 1923—for improvements and betterments that promote economy and efficiency of operation. He has no realization of the vast amount of scientific research that has been done by the railroads individually and collectively through the various divisions of the American Railway Association, augmented by the inventive genius of the railway supply industry. He may have heard in a vague way of improvements to locomotives and cars, but these do not impress him greatly, because he does not see them. To the untrained eye, in other words, a freight train looks today the same as it did ten, twenty or even thirty years ago. Compare this with the automobile. The ten year old automobile looks to all of us like an antique. Thus Mr. American Public arrives at the false conclusion that the railroads are employing antiquated cars, locomotives and methods.

This, of course, is not true. When one realizes that only recently a special appropriation of $2,000,000 authorized by the railroads, was made by the A. R. A. just for a study of air-braking systems, with a view to their possible further improvement, he sees that the American railroad is by no means unalert to its opportunities and possibilities. A similar appropriation of $125,000 is now being made for studies of the types of draft gears under the cars. Intensive investigation is under way—in connection with steel rail makers—to develop methods of rail manufacture which will prevent the formation of hidden fissures in rails; there has been produced a form of detector-car which, run over any track, will discover automatically these faults.



Laboratory Tests at Purdue University were part of the $2,000,000 Research on Air Brakes Recently Completed by the Railroads.

Beyond all of which are still more elaborate plans —for welded tank cars, instead of riveted, for box cars two tons in weight and of equal carrying capacity with the best type of box cars in use today; for air-conditioned passenger cars and trains; for stream-lined, motor-driven high-speed trains, capable of easily making more than 100 miles an hour.

(To be Continued)

Group Insurance Payments

February and March Group Life Benefits Total Over $66,000

A TOTAL of $66,521 was paid to the beneficiaries of thirty-nine Delaware and Hudson Railroad employees during the months of February and March, 1934, under the Group Insurance Plan. The total for the preceding two-month period was $44,202.

Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Blaney, Anna M.	Clerk	Albany	2-18-34	$1,400
Bundy, Myron H. (P)	Conductor	Nineveh	1-16-34	2,200
Campbell, Fred G.	Pipe Fitter	Carbondale	3-18-34	t 1,702
Carr, Walter H.	Telegrapher	Sidney	2-16-34	1,800
Chamberlain, William H. (P)	Special Agent	Albany	2-1-34	1,800
Chappell, Ray L. (P)	Conductor	Oneonta	3-18-34	c 6,000
Cobb, Samuel G. (P)	Engineman	Wilkes-Barre	1-17-34	e 5,400
Cowieson, William S.	A. P. & F. E. Inspector	Colonie	12-15-33	1,600
Cronan, George R. (P)	Cashier	Port Henry	2-8-34	1,600
Dare, Howard (P)	Trackman	Delanson	1-5-34	1,000
Dolfinger, Charles	Freight Handler	Albany	1-29-34	500
Dosik, Mike	Material Man	Oneonta	2-13-34	1,200
Dubuque, Arthur	Caller	Plattsburg	1-26-34	1,200
Gass, George	Crossing Watchman	Saratoga	3-20-34	1,000
Kayeski, Martin	Crossing Watchman	Dickson	2-19-34	1,000
Kurmerski, Peter	Trackman	Delanson	1-3-34	1,000
Lacy, Daniel	Crossing Watchman	Cohoes	2-16-34	1,000
McKay, Andrew S.	Fireman	Plattsburg	3-15-34	1,600
Nichols, Albert	Engineman	Whitehall	3-5-34	e 5,000
Nutting, Charles A.	Cook	Green Island	1-11-34	250
Ostrander, Frank	Boiler. Helper	Colonie	2-1-34	1,800
Paradise, Leon E.	Machinist	Colonie	2-3-34	t 569
Pelkey, Elmer E.	Carpenter	Plattsburg	3-3-34	1,600
Plue, John	Laborer	Oneonta	12-16-33	500
Richards, Paul	Laborer	Green Island	3-10-34	1,000
Sleight, David E. (P)	Agent	Dresden	11-26-33	1,600
Smith, Harry	Car Inspector	Carbondale	2-27-34	2,000
Stafford, Walter C.	Trainman	Mohawk	3-9-34	1,800
Stanton, Emory A.	Laborer	Oneonta	2-18-34	1,800
Teleky, Louis	Coach Repairer	Oneonta	3-7-34	1,000
Valentine, Charles	R. H. Foreman	Oneonta	3-3-34	1,800
Wagner, William S. (P)	Conductor	Carbondale	1-29-34	c 5,000
Wolfe, George H.	Water Tender	Oneonta	1-31-34	1,800

DEATH BENEFITS PAID

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Barrett, James J. (P)	Crossing Watchman	Miners Mills	2-20-34	1,000
Cleaver, Jubal (P)	Crossing Watchman	Saratoga	2-5-34	1,000
Lindsay, James L. (P)	Engineer	Carbondale	3-17-34	1,000
Naples, Raffaele (P)	Sectionman	Worcester	2-1-34	1,000
Perkins, Lewis (P)	Crossing Watchman	Plymouth	3-12-34	1,000
Person, John (P)	Clerk	Albany	1-25-34	1,000
				$66,521

(P) Denotes pensioned employee.

t Balance under Total and Permanent Disability Insurance.

c Includes payment under Conductors' Special Life Insurance.

e Includes payment under Engineers' Special Life Insurance.

Who Should Pay?

(*Continued from page 74*)

ably since 1914, all but a microscopic proportion of the new grade crossings were made initially by the building of new highways over existing railroad tracks. For whose use and benefit were those highways constructed? Assuredly not for those of the railroads.

"This writer does not know whether complete data are available from which one could conveniently classify the new grade crossings made in the last twenty years according to whether they were necessitated by new railroad track or new highways. Nor does he know whether such data, if not existent now, could be conveniently assembled. *What he would like to know is why a railroad should be compelled to pay any part of the cost of removing grade crossings necessitated by the building of new highways across railroad rights of way.*

"Considering the fact that all such crossings entail additional expenses upon the railroad and that the highways are for the use of transportation, if fairness has anything to do with it, removal of those crossings is none of the railroad's business.

"Here is a chance to prove that 'politics' is adjourned so far as the struggle with the depression is concerned. Why not at once attack as a 'public work' the removal of every grade crossing made within the last twenty years at the initiative of the highway?"

Undeveloped Ideas

THE late Thomas A. Edison was talking one day with the governor of North Carolina, and the governor complimented him on being a great inventor.

"I am not a great inventor," said Mr. Edison.

"But you have over a thousand patents to your credit, haven't you?"

"Yes, but about the only invention I can really claim as absolutely original is the phonograph," was the inventor's reply.

"Just what do you mean?" asked the governor.

"Well," explained Mr. Edison, "I guess I'm an awfully good sponge. I absorb ideas from every source I can, and put them to practical use. Then I improve them until they become of some value. The ideas I use are mostly the ideas of people who don't develop them."—*Rays of Sunshine.*

Personified Truth

"There's a hole in one," said the golfer as he reached for his socks.

Station Names

WHAT is the most popular name for railroad stations in this country and Canada? Of the 159 stations appearing in Delaware and Hudson passenger train timetables, 80, or approximately half, have "namesakes" in other sections of the country. A glance at the list below will show how important the state is in an address and also why the railroad billing clerks and ticket agents, as well as post office employees, must be on their toes every minute during their busy seasons.

Below is given a list of Delaware and Hudson stations showing the number of communities by the same name appearing in the *Official Railroad Guide:*

44. Riverside
25. Salem
24. Hudson
21. Milford, Sidney, Thompson, Troy
20. Windsor
16. Cambridge
15. Albany
14. Avoca, Parsons, Putnam, Rutland
13. Delmar, Tunnel
12. Afton, Altamont
11. Carbondale, Corinth, Essex, Hadley, Providence, Westport
10. Dresden, Granville, Mayfield, Ruppert, Scranton, Whitehall
9. Comstock
8. Bainbridge, Belden, Forest City, South Junction, Stony Creek
7. Douglass, Merriam
6. Castleton, Green Ridge
5. Bloomingdale, Brandt, Cliffside, Crown Point, Dickson, Oneonta, Round Lake, Winton
4. Cemetery, Fair Haven, Lanesboro, Worcester
3. Ararat, Ballston, Colliers, Cooperstown, Jessup, Lake George, Loon Lake, Maryland, Morrisonville, Plattsburg, Standish, Thurman, Unadilla, Uniondale, Yatesville
2. Green Island, Jermyn, Laflin, Lake Placid, Minooka, Nineveh, North Creek, Olyphant, Otego, Stevens Point, Vermontville, Watervliet, West Rutland.

Looked the Part

The governor's wife was telling Bridget about her husband. "My husband, Bridget," she said proudly, "is the head of the state militia."

"Oi t'ought as much, ma'am," said Bridget, cheerfully. "Ain't he got th' foine, malicious look?"

Clicks from the Rails

The "Blue Comet"

crack Jersey Central train operating between New York and Atlantic City, recently completed its fifth year of operation, and in celebration of the event five candles, each five feet tall, were mounted on the locomotive pilot. Passengers on the train celebrated the event with a birthday party in the dining car. Since its inauguration the train has made 3,800 trips, carrying over 500,000 passengers, and although its schedule calls for speeds of 75 miles an hour in places it has a 97 per cent on time record.

◆

Hoboes Disappeared

as if by magic from the freight yards and trains of the railroads within 24 hours after notices had been posted to the effect that federal, state, and railroad police intended to round up such transients and detain them in concentration camps. Previously as many as five hundred "rod riders" passed through the larger freight yards in a single day; however, since the notice of the intention of putting them to work was posted they have almost entirely disappeared.

◆

Railroad Electrification

in the National Capital at Washington, D. C., will be authorized when a congressional bill recently introduced by Senator King and Representative Norton is passed and approved. The bill was introduced because of the electrification program of the Pennsylvania Railroad.

◆

The Largest Telescope

in Springfield, Mo., was recently built by J. E. Haskill, a machinist in the Frisco's Springfield West shops. It cost Mr. Haskill $25 for the parts which include a 9-inch mirror and an 84-inch tube. Had the instrument been purchased it would have cost in the neighborhood of $250.

A Boy's Life

was saved at Fort Erie, Ont., recently by the prompt action of a way freight conductor. While crossing the railroad tracks the boy slipped in front of a train, the wheels of which severed his leg below the knee. The plucky lad managed to seize the step of the caboose as it passed and held on until his cries had attracted the attention of the crew. The conductor immediately applied a tourniquet which stopped the flow of blood until the boy could be taken to a hospital.

◆

A Multi-colored Train,

known as the *Centennial Express*, which operated between Detroit and Port Huron about 55 years ago, had coaches and a baggage car which were painted yellow and striped red, white, and blue, while the driving wheels of the engine were painted a bright red, according to G. T. Reeder, Grand Trunk station agent. The smokestack was about half as big as the engine while the pilot was also all out of proportion according to modern standards.

◆

A Hero's Reward

went to eleven-year-old Paul Evans, of Ponemah, N. H., who stopped a Boston and Maine passenger train short of a heavy truck which had stalled on a grade crossing. President E. S. French presented him with a gold watch and he was later given a ride in the cab of a B. & M. passenger train.

◆

British Grade Crossings

are not non-existent as has sometimes been stated by misinformed parties. According to the *Canadian National Magazine* there are 5,816 grade crossings in Great Britain, some of them in the London suburban area. Of the total, 49 per cent have manually operated crossing gates, the remainder being worked electrically or mechanically.

Train Collisions

would have been entirely eliminated had the railroads adopted two novel ideas advanced in 1851 by British inventors whose devices were more fanciful than practical. One suggested that locomotives be constructed with wedge-shaped front ends so that in the event of a head-on collision they would be deflected sideways instead of demolishing each other. Another patented idea provided for inclined run-ups at both ends of trains so that in the event of a collision the one train would run up on top of the other and back down on the rails without causing any damage.

◆

Wheelbarrow Deliveries

are being made to Missouri-Kansas-Texas patrons at Maxwell, Tex., by Agent J. R. Porche. Instructed to contract with a local drayman to perform the pick-up and delivery operation in the handling of less than carload freight, Mr. Porche was unsuccessful in persuading anyone to take the contract; however, patrons get their deliveries just the same for Mr. Porche delivers all the light freight on a wheelbarrow. (No sleeping Porche, this man.)

◆

A Stolen Railway

presented an odd problem to the Warsaw, Poland, police recently but, nevertheless, "they got their man." Six miles of railway, complete with rails, fastenings, and ties had been stolen in broad daylight, in plain view of the police who did not suspect that anything was wrong at the time.

◆

A Storm Damaged

the telegraph facilities of the Great Western Railway (England) so badly in February that it took 2,696 miles of wire and 614 new poles to make the necessary replacements. Minor repairs were also made to an additional 1,793 poles.

Gifts

HIS gifts are small who offers wealth
Without the will to smile,
And seek for others happiness
That shortens every mile.
He gives the most who gives himself
To friendliness and cheer,
And works to help his brother find
A smoother journey here.

—JOS. R. CUSHING.